



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2208711

Applicant Name: Jay Keiper for City of Seattle, Fleet and Facilities Dept.

Address of Proposal: 801 S. Dearborn Street

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a 3-story, 18,800 sq. ft. bldg. accessory to major vehicle repair building with two floors of storage and one floor of office. The project includes reconfiguration of parking area for nine vehicles and grading of 225 cy of material.

The following approval is required:

SEPA – to approve condition or deny pursuant to SMC 25.05.660.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or another agency with jurisdiction.

BACKGROUND DATA

Site Location:

The project site is located at the northeast corner of S. Dearborn Street and Seventh Avenue S., south of the International District and at the northern boundary of the South Duwamish Industrial area. The property is also bounded by Interstate 5 (I-5) to the east.

Zoning:

The site is split zoned with the portion fronting S. Dearborn Street zoned Commercial 2 (C-2/85) with an 85-foot maximum height limit and the remainder, zoned, General Industrial 2 zone (IG-2)

with an 85-foot maximum height limit. The northern portion of the site is within the Seattle Comprehensive Plan's International District Urban Center and remainder within the Duwamish Manufacturing/Industrial Center Urban Village overlay. The property is within the Duwamish area's historical shoreline, officially identified by the U.S. Government Meander Line map. (per DCLU Director's Rule 2-98).

Project Site:

The topography of the 4.6 acre site is moderately sloped with no elevation exceeding 7%.

Street Access:

Access to the site is via S. Dearborn Street, which at this location is a six-lane arterial with curbs gutters and sidewalks and Seventh Avenue S. which at this location is a two-lane paved industrial street with no other improvements.

Existing Use:

The property is the site of the City of Seattle, Fleets and Facilities, Shops and Yard facility. The site is entirely covered with impervious surfaces and has several operational buildings, including administrative office, vehicle repair, storage yard, and paved parking lot.

Zoning in Vicinity:

Properties to the south are zoned IG-2 U/85 and the properties to the west and north are zoned C-2/85.

Uses in Vicinity:

There is a mix of various commercial and industrial uses in the vicinity of the project site.

Proposal Description:

Fleets and Facilities proposes to construct an 18,000 sf building that would provide storage area, parking for eight Vector trucks, and approximately 3,000 sf of administrative office space. The building would be located, generally in the center of the existing yard. The proposal includes demolition of an exiting sand bunker structure.

Public Comments:

The DCLU public comment period ended March 19, 2003. No comment letters were received.

ANALYSIS – SEPA

The information in the submitted environmental checklist (dated February 5, 2003), supplemental information provided by the applicant (plans, further project descriptions, geo-technical report), and the experience of the City with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* (subject to some limitations).

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is cited below.

Short - Term Impacts

The following temporary or construction-related impacts are expected:

- decreased air quality due to suspended particulates from construction activities and hydrocarbon emissions from construction vehicles and equipment;
- increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work;
- increased traffic and demand for parking from construction equipment and personnel;
- conflicts with normal pedestrian and vehicular movement adjacent to the site;
- increased noise; and
- consumption of renewable and non-renewable resources.
- potential disturbance to archeological resources

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). The ECA ordinance and DR 3-93 and 3-94 regulate development and construction techniques in designated ECAs. Compliance with these applicable codes and ordinances will reduce or eliminate most of the short-term impacts to the environment. Other impacts may not be adequately mitigated by existing ordinances, as discussed below.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Since the proposal includes demolition of several structures on the site, the applicant must obtain appropriate permits from PSCAA. Compliance with PSCAA regulations will mitigate the potential adverse short term impacts to air.

Grading - Earth/Soils

Any additional information required to show conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 3-93, and 3-94) will be required prior to issuance of a building permit for construction of the station. The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material. The current proposal involves cuts greater than three feet in height and grading of more than 100 cubic yards of material. Also, the project site is located in an environmentally critical/liquefaction-prone area. Consistent with SMC 25.09.100, soils engineering studies are required prior to issuance of a building permit for the project to determine the physical properties of the surficial soils, especially the thickness of the unconsolidated deposits, and their liquefaction potential. If it is determined that the site is subject to liquefaction, mitigation measures must be recommended and implemented through requirements of SMC Title 22, Subtitle VIII, Grading and Drainage Control Ordinance, SMC Title 22, Subtitle I Building Code, and any other applicable codes or regulations pertaining to development within liquefaction-prone areas. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Traffic and Parking

The proposal site fronts on a major arterial (S. Dearborn Street.) with direct access via 7th Avenue S. The intersection of S. Dearborn Street and 7th Avenue S. is signalized. More than enough capacity is available on these streets to accommodate construction traffic and would not adversely affect the surrounding street system. Temporary parking for employees and construction personnel would be provided on-site. Therefore, no additional mitigation is warranted pursuant to SEPA policy.

Noise

Construction activities will generate short-term noise. The applicant states that all construction work will comply with the requirements of the Noise Ordinance. There are no sensitive noise receptors such as residences or sensitive commercial uses that are close to the project site. Therefore, no SEPA policy based conditioning of noise impacts of the project is warranted.

Archeological/Historical

Since the proposal site is located with the identified U.S. Government Meander Line, the potential exists for discovery of archeological significant resources and there may be some potential for unknown resources to be discovered. Director's Rule (DR) 2-98 provides clarification of State Environmental Policy Act (SEPA) Historic Preservation Policy for potential archeologically significant sites (SMC 25.05.675.H) and requirements for archeological assessments. Therefore, in the event such resources are found during construction, the proposal will be conditioned pursuant to DR 2-98 and as noted at the end of this report.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal, and include:

- Impact on the existing and/or anticipated industrial and commercial uses in the vicinity of the project;
- Increased ambient noise due to operations of the system;
- Increased demand on public services and utilities;
- Increased light and glare;
- Increased energy consumption; and

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding. The City Energy Code which will require insulation for outside walls and energy efficient windows. The existing street system is adequate to accommodate the minimal increase in traffic anticipated with the proposal. Further, compliance with applicable codes and ordinances in effect is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted pursuant to SEPA Land Use Policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030.(2)(c).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

CONDITIONS - SEPA

Prior to Issuance of Master Use Permits:

1. *The owner and/or responsible parties shall provide DCLU with a statement that the contract documents for their general, excavation, and other subcontractors will include reference to regulations regarding archaeological resources (Chapters 27.34, 26.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews will be required to comply with those regulations.*

During Construction:

1. *If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:*
 - *Stop work immediately and notify DCLU (Planner name and phone #) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (OAHP). The procedures outlined in Appendix A of Director's Rule 2-98 for assessment and/or protection of potentially significant archeological resources shall be followed.*

Signature: (signature on file) Date: June 19, 2003
Carol I. Proud, Senior Planner
Department of Design, Construction and Land Use
Land Use Services